

II. EXPERT PANELS

Six expert panels provided stimulating highlights of innovations currently taking place today and gave their thoughts on possibilities for the future.

PANEL 1 – SECURITY I

MODERATOR

Joe Cox, Chamber of Shipping of America

COORDINATOR

Jean Godwin, American Association of Port Authorities

PANELISTS

Edward V. Badolato, CMS Inc.

CDR Stephen Flynn, Council on Foreign Relations and U.S. Coast Guard Academy

Kim Petersen, Maritime Security Council

SUMMARY OF PANEL

PRESENTATIONS / DISCUSSION

Security is extremely critical to the maritime community because our ports are vulnerable. Much of that vulnerability is due to foreign traffic as a large number of foreign-flag vessels from a variety of countries enter our ports daily to deliver imported goods or pick-up export cargo. We cannot compromise security for profitability. The panel speakers addressed the United States' concern with security among port entities and aboard these vessels.

Edward Badolato

In his presentation, Edward Badolato talked about overall maritime security,

with a particular emphasis on port security, and provided some background information on terrorist activities. He noted that ports serve not only as America's economic engine but also as its most vulnerable gateways around the country. The laxity of American seaports remains an open secret among criminals – ports are potential targets for terrorists like Osama bin Laden, who maintains a ship fleet under various registries and looks at maritime transfers. Consequently there is a strong need for research and technology to enhance both port physical security and transportation security. Mr. Badolato identified five key research and development areas: (1) coordination of indication and warning systems; (2) container tracking systems; (3) container locks and seals; (4) rapid non-intrusive detection for nuclear, biological, or chemical precursors and explosives; and (5) integration of security and intelligence systems. His vision for the future includes an increase in terrorists' transportation infrastructure activities. It will be extremely difficult for law enforcement officials to detect and disrupt covert cells, so the overhaul and audit of port security systems will continue to be important and growing areas.

CDR Stephen Flynn

CDR Stephen Flynn opened his presentation by talking about the consequences of the terrorist attack on 11 September. The events clearly demonstrated that terrorists not only have a global reach, but they also possess the means (potentially using chemical and biological weapons) and the desire to cause catastrophic damage. The relative ease by which these hijackers perpetuated such a horrific act,

combined with the societal and economic chaos that ensued, will serve to inspire further terrorism. The resulting rise and political recognition of the value of security offers an excellent opportunity to fix things to make the seaport transportation process more efficient but also more secure at the same time. CDR Flynn spoke in favor of “former reverse profiling” where the ultimate objective should be concentric layers of inspections which assure credibility and legitimacy. To accomplish this feat, he outlined a three-tier system. First, in point-of-origin controls, the private sector must reduce the risk that they will be compromised by a terrorist or criminal when they enter cargo or vessels into our transportation system. Then, as cargo moves from the loading system, it must have “in-transit visibility and accountability” so that a chain of custody is well maintained. In the final step, we must assess the credibility of owners and operators. The various stakeholders must work together to fuse information – we cannot afford to look at port security or maritime security as isolated from a transport network, but rather it is one big system.

Kim Petersen

In his presentation, Kim Petersen reiterated a common theme in this panel by stating that the ports and maritime industry are the most valuable components of our national infrastructure, but they are also the most vulnerable. The devastating events of 11 September demonstrated that it is incumbent upon not only the shipping communities, but also the ports to review, analyze, and implement improvements in their physical, personnel, and information security programs. As a country, we have not

provided the ports with sufficient standards and guidelines how to properly protect themselves from these new types of threats. The private sector possesses the real expertise for maritime security – the government must form a partnership with industry to share information and technology. The ports need federal leadership not only in the execution of their security plans but also in financing to secure the ports with personnel, software and hardware upgrades in the years ahead. In doing so, we must proceed with foresight and restraint – otherwise, we may find ourselves with the most secure ports but we must shut down these ports because we simply cannot operate because of the onerous conditions placed upon them.